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A·R·E·A·P·L·A·N

ADOPTED BY THE
MAYOR AND COUNCIL
MAY 8, 1989
RESOLUTION NO. 14889

UNIVERSITY AREA PLAN

Prepared by the City of Tucson Planning Department
May 8, 1989

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UNIVERSITY AREA PLAN

CITY OF TUCSON PLANNING DEPARTMENT

May 8, 1989

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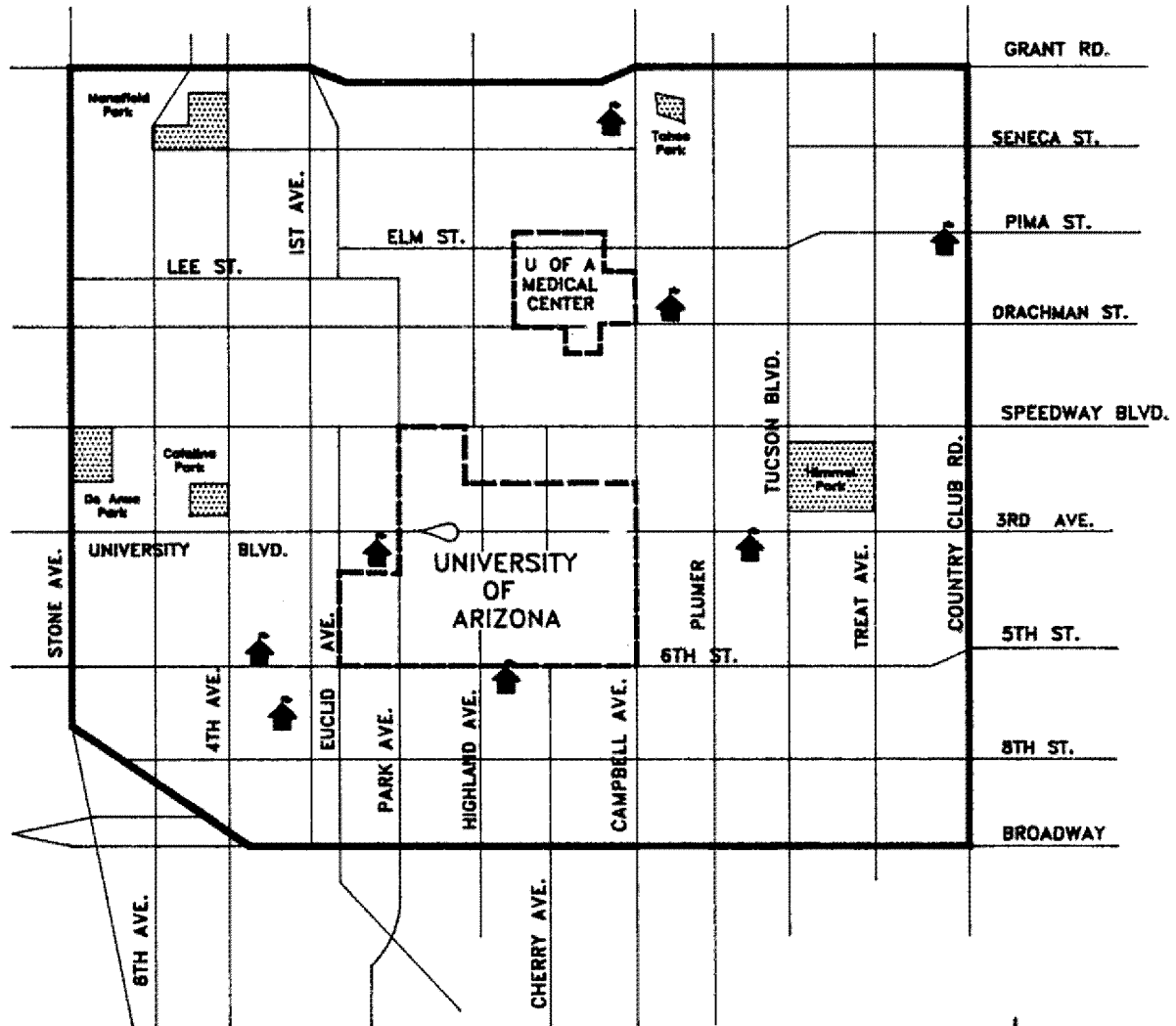
Mayor and Council - May 8, 1989 - Resolution #14889 (Adoption)
June 10, 1991 - Resolution #15693 (Amendment)
February 24, 2003 - Resolution #19520 (Amendment)

HEARINGS

Mayor and Council - May 8, 1990
June 10, 1991
February 24, 2003

Citizens Advisory Planning Committee - April 12, 1989
May 1, 1991
Planning Commission - January 8, 2003

UNIVERSITY AREA PLAN



Legend

- Plan Area Boundary
- University of Arizona
- Schools



0 .25 .5 mile

I. Introduction

Location

The *University Area* is centrally located in the developed portion of metropolitan Tucson, bounded by Broadway Boulevard on the south, Country Club Road on the east, Grant Road on the north, Stone Avenue on the west, and Toole Avenue on the southwest. The 5.17 square mile plan area includes eleven registered neighborhoods and several pedestrian commercial districts surrounding the main campus of the University of Arizona (UA).

Important Note: In accordance with State law, University of Arizona property is not subject to City of Tucson jurisdiction. UA campus development is guided through the policies of the *Comprehensive Campus Plan*, adopted and administered by the University of Arizona. In order to distinguish the City's adopted area plan from the University's adopted *Campus Plan*, references to the City of Tucson *University Area* and *University Area Plan* will be noted in *italics*.

Character

The *University Area* is rich and diverse in character, offering a unique blend of housing and lifestyle options, educational and cultural amenities, and pedestrian-oriented commercial services. The special qualities of the *University Area* are built on a foundation of individual neighborhoods and commercial districts closely linked to the activity and development of the University of Arizona.

Demographic and housing characteristics in the *University Area* are strongly influenced by the large population of students (over 30,000) attending the UA. In 1988, more than 50 percent of all *University Area* residents were between 20 and 44 years of age, and more than 50 percent of all *University Area* residents rented their homes.

Land uses in the *University Area* have developed around a square mile "gridiron" system of major streets surrounding low-density residential subdivisions. Over time, intensified development in the UA campus vicinity has resulted in the establishment of the University of Arizona regional activity center, a relatively compact area of residential, commercial, educational, and recreational uses.

Neighborhoods which surround the UA activity center have retained their historic charm and residential vitality. These neighborhoods, in combination with historic landmarks such as the University's Old Main Building, and pedestrian-oriented commercial districts such as Fourth Avenue, serve to enrich the spirit of place which characterizes the *University Area*.

Adopted Policies and Recommendations

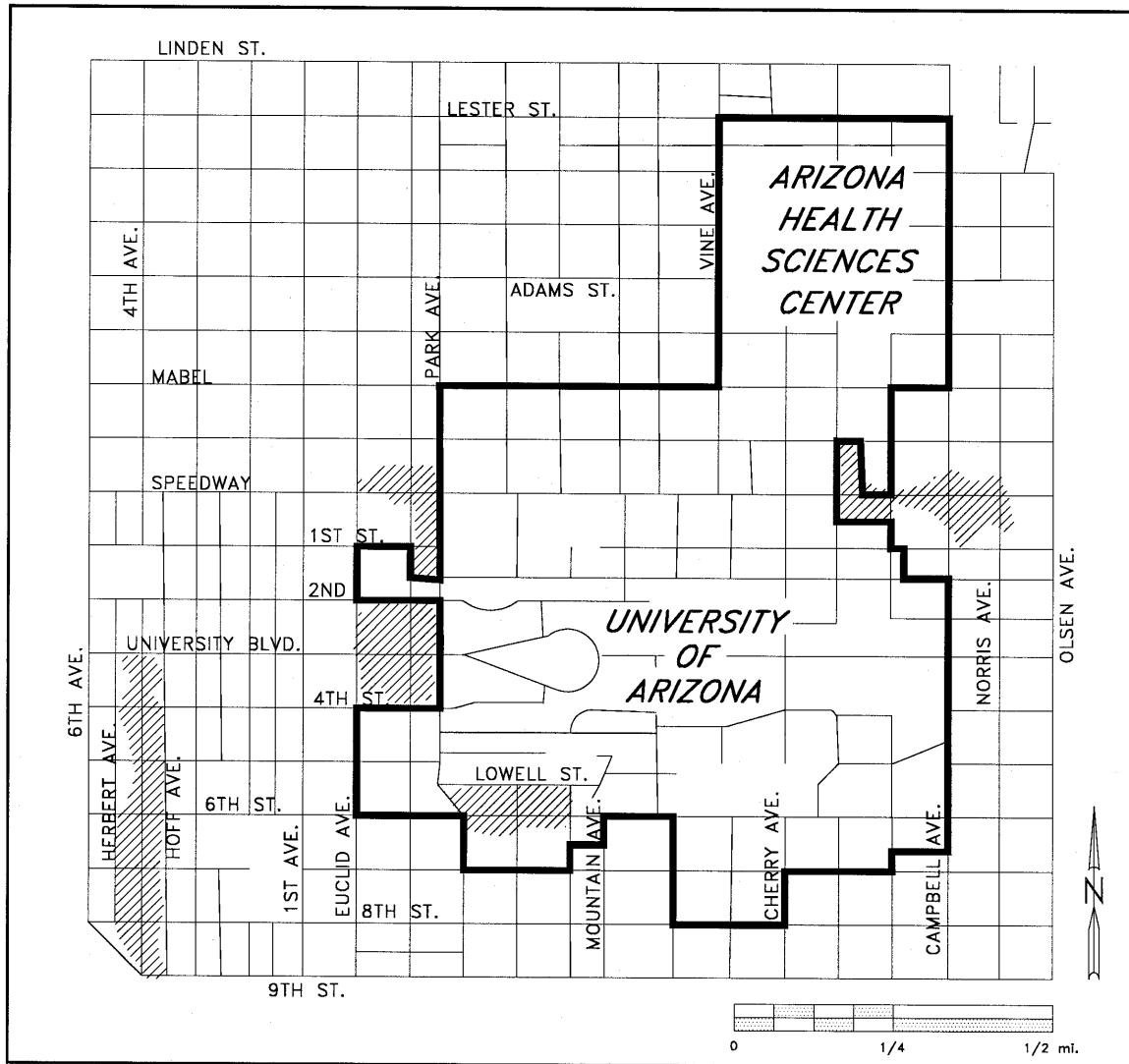
SECTION 1: OVERALL GOALS OF THE *UNIVERSITY AREA PLAN*

1. Recognize distinct neighborhoods in the University Area, and support those changes which protect and enhance the character, identity, and residential quality of life in these neighborhoods.
2. Promote cooperation between neighborhoods, private developers, the City of Tucson, and the UA to ensure that new development is sensitive to local neighborhood concerns and supportive of adopted city-wide policies.
3. Recognize the nature and potential of the University and its immediate surroundings as a relatively compact, pedestrian-oriented regional activity center, and work to strengthen the identity and quality of this area consistent with city-wide and neighborhood goals (*City of Tucson General Plan*^{*}, CP Section 2, Policy 5).

^{*} *The General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "Comprehensive Plan (CP)" was changed to the "General Plan" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

UNIVERSITY AREA PLAN

Map 4 : Pedestrian Commercial Districts



Legend



Pedestrian Commercial District

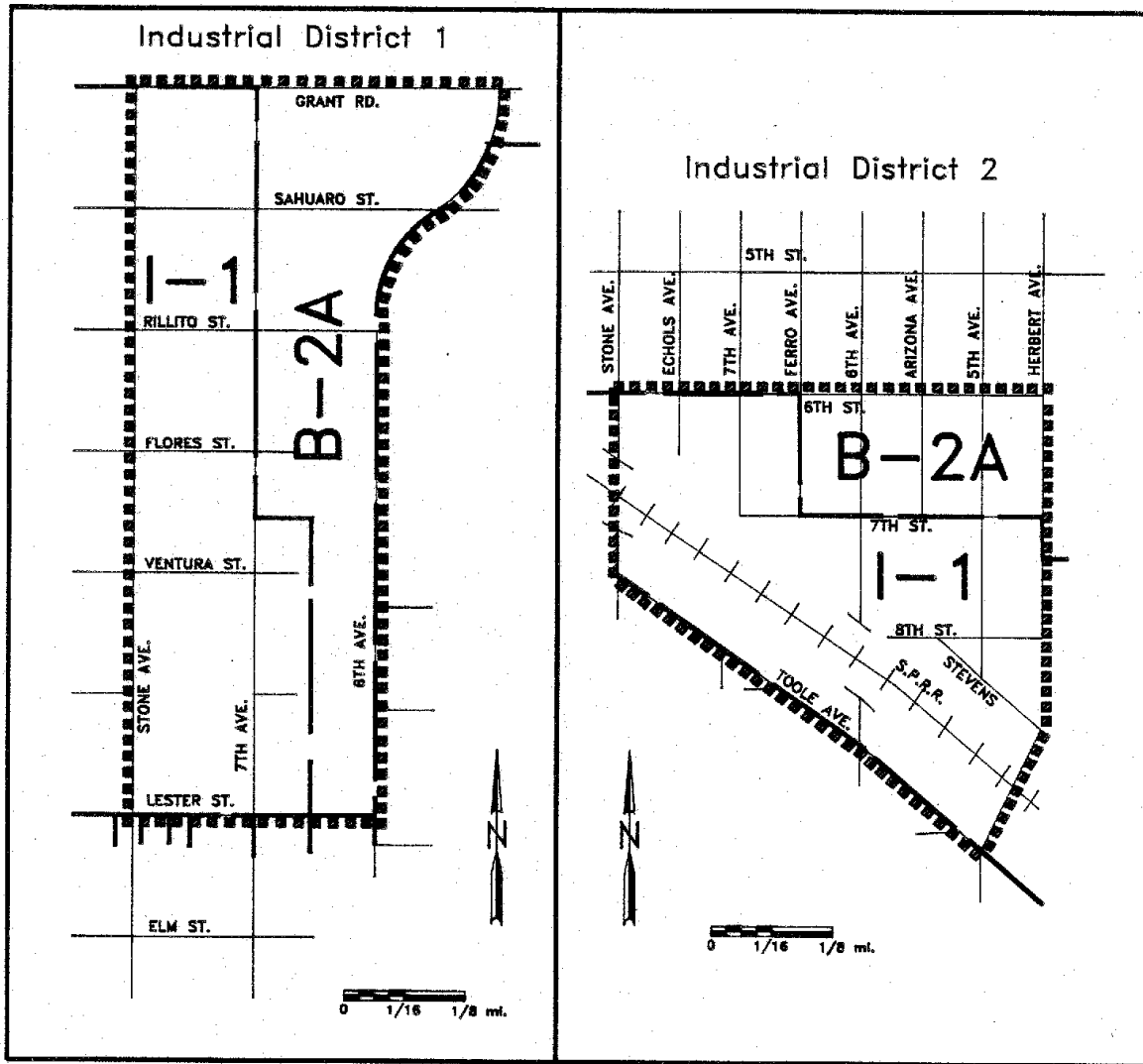


University of Arizona Campus Planning Area

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UNIVERSITY AREA PLAN

Map 5 : Industrial Districts and Zoning



Legend

- Industrial District Boundary
- Zoning Boundary
- I-1 Zoning Designation

7-89

SECTION 2: NEIGHBORHOOD CONSERVATION

Goal: Preserve and enhance the historic character and residential quality of life in University Area neighborhoods.

Policies:

1. Utilize the City's Historic District and Landmark Zone Ordinance to designate and protect local historic resources, including those properties which are listed on the National Register of Historic Places and those which may be eligible for historic designation.
2. Utilize the City's adopted ordinances, plans, and guidelines (e.g., *Tucson Zoning Code*, *University Area Plan*, *Roadway Design Guidelines*) to protect neighborhood perimeters from the intrusion of noncompatible uses.
3. Support the continued vitality of established pedestrian commercial districts (Map B), including those areas such as Fourth Avenue which provide historic and cultural value to the University Area and the City.
4. Support new cooperative efforts between the City of Tucson, the University of Arizona, and registered neighborhood associations to:
 - 4.1 Encourage the preservation of all properties undergoing historic survey until final eligibility is determined;
 - 4.2 Protect designated and potentially eligible historic properties from demolition or neglect; and
 - 4.3 Assist in the relocation of displaced neighborhood commercial services to pedestrian commercial districts (Map B) and other appropriate locations within the University Area.
 - 4.4 Achieve the objectives of the above policies (4.1 - 4.3) through the continued revision of City Codes, and through the establishment of rehabilitation funds, preservation easements, and revolving loan programs.
5. Work to ensure the timely implementation of approved development projects so as to minimize disruption to neighborhood residents and businesses.
6. Recommend against the granting of parking variances which may produce unacceptable levels of on-street parking, noise, or through-traffic in residential areas (see Transportation Policies, Section 4).

SECTION 3: LAND USE AND DEVELOPMENT

Goal: Support new development which serves to enhance the character and quality of University Area neighborhoods.

SECTION 3.A. GENERAL POLICIES:

1. Strongly encourage the development of vacant property throughout the University Area to complement the existing scale, character, and identity of the surrounding neighborhood.
2. Encourage the retention of contributing historic buildings and viable residential structures by including them as integral components of new development.
3. Support new development on the perimeter of residential areas which serves to protect and enhance the quality of life for neighborhood residents.
4. Demonstrate sensitivity to surrounding uses in the design, location, orientation, landscaping, screening, and transportation planning of new development, as outlined in the General Design Guidelines (Section 8).
5. Utilize Defensible Space Guidelines (Section 9) in the design of new development.
6. Builders and developers of proposed projects which require City of Tucson rezoning approval are encouraged to consult in the early stages of project planning with representatives of neighborhood associations registered with the City of Tucson Citizen Participation Office:
 - 6.1 The City of Tucson shall provide public and neighborhood notification of rezonings and other land use changes in compliance with adopted standards and procedures.
 - 6.2 Developers are strongly encouraged to notify and offer to meet with neighborhood associations and residents within 300 feet of a proposed development site in the early stages of rezoning case review to provide a summary of the proposed project.
 - 6.3 In rezoning cases where specific traffic impacts from new development are uncertain, a developer-funded traffic impact study may be required at the discretion and approval of the City of Tucson Traffic Engineer.

7. Encourage the City of Tucson Citizen Participation Office to explore the use of public access cable television, supplemental newspaper advertising, and other means to provide additional early public notice of proposed development projects.

SECTION 3.B: NEW RESIDENTIAL DEVELOPMENT

Subgoal: Support new residential development which provides a wide range of housing types to meet the diverse needs of University Area residents while serving to enhance the stability of neighborhoods and schools.

Policies:

1. Encourage residential infill which is compatible with neighborhood scale, density, and character, as outlined in the General Design Guidelines.
2. Under the guidance of the General Design Guidelines, provide for residential development in appropriate locations:
 - 2.1 Low density (1-6 units per acre) residential development is appropriate in the interior of established single-family residential areas.
 - 2.2 Medium density (7-14 units per acre) residential development is appropriate in conformance with the Residential Cluster Project (RCP) provision of the *Zoning Code*, or where vehicular access is provided to an arterial or collector street and vehicular traffic is directed away from the interior of low density residential areas.
 - 2.3 High density (15 or more units per acre) residential development is appropriate in conformance with the RCP provision of the *Zoning Code*, or in conformance with the following criteria:
 - 2.3.1 The site is surrounded by predominantly medium/high density residential or nonresidential development;
 - 2.3.2 Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of low density residential areas;
 - 2.3.3 Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas; and
 - 2.3.4 Where appropriate, development includes integrated neighborhood commercial services (e.g., grocery market, cafe, florist) oriented to a

local pedestrian clientele (see Mixed Use Development Policies, Section 3.D).

3. Explore the provision of incentives to encourage compatible residential infill development. Such measures may include fee waivers and tax credits for new residential development, while avoiding the use of "density bonus" provisions, except in conformance with the RCP provision of the *Zoning Code*.

SECTION 3.C: OFFICE/COMMERCIAL DEVELOPMENT

Subgoal: Support the development of new commercial and office activities which complement the scale and character of neighborhoods and commercial districts in the University Area.

Policies:

1. Support the maintenance and intensification of neighborhood and UA campus-oriented commercial services (under the guidance of Office/Commercial Development Policies 2-3.4) in the following established pedestrian commercial districts:

- Speedway/Campbell
- Sixth Street, Park to Santa Rita
- Fourth Avenue Shopping District
- Park/Speedway
- University Blvd./Tyndall (University Main Gate)

Note: Pedestrian Commercial Districts are illustrated on Map 4.

2. Support the development of concentrated centers of pedestrian-oriented commercial/office activity through the following means:
 - 2.1 Discourage the establishment or extension of strip commercial development (CP Section 2, Policy 7.B).
 - 2.2 Recommend against rezonings or changes in development plans which include new drive-through facilities.
 - 2.3 Encourage the consolidation of adjacent development parcels in order to provide integrated circulation and access while reducing the number of vehicular curb cuts along the street.
 - 2.4 Encourage the establishment of a well-defined pedestrian system linking adjacent uses, convenient access to transit facilities, and secure bicycle parking areas as integral components of new office/commercial development.

3. Consider the special characteristics of individual neighborhoods and adopted neighborhood plan policy in the review of rezoning cases involving the conversion of residential uses to nonresidential uses. Characteristics to be evaluated include:
 - adjacent uses and zoning
 - existing land use patterns
 - traffic, noise, and visual impacts of the proposed development
 - historic significance and physical condition of structure(s)
 - viability of continued residential use
- 3.1 Consider the conversion of residential uses on arterial streets to residentially-scaled office uses under the guidance of the General Design Guidelines (Section 8) and through the analysis of the characteristics outlined in Office/Commercial Development Policy 3.
- 3.2 Consider the conversion of residential uses on arterial streets to commercial uses under the guidance of the General Design Guidelines (Section 8) and through the analysis of the characteristics outlined in Office/Commercial Development Policy 3, and in conformance with the following criteria:
 - 3.2.1 Adjacent uses and zoning are commercial;
 - 3.2.2 Sufficient lot depth exists to provide adequate buffering, landscaping, and on-site circulation and parking in compliance with City of Tucson standards; and
 - 3.2.3 Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas.
- 3.3 Recommend against the conversion to nonresidential use of residentially-zoned properties abutting any "commuter arterial street" as classified in the *Major Streets and Routes Plan* (MS&R Policy 2.C.6, Fifth-Sixth Street), except as provided for in adopted neighborhood plans.
- 3.4 Consider the conversion of residential to commercial uses on Park Avenue in the Speedway/Pedestrian Commercial District under the guidance of the General Design Guidelines (Section 8), through the analysis of the characteristics outlined in Office/Commercial Development Policy 3 and in conformance with the following criteria:
 - 3.4.1 The proposed site design provides well-defined pedestrian and bicycle access and demonstrates that the proposed commercial use serves the surrounding University community.

3.4.2 The proposed site design is sensitive to adjacent residential uses in terms of screening, landscaping, access and traffic circulation.

3.4.3 Vehicular access is provided only to Park Avenue.

(June 10, 1991, Resolution #15693, UAP, Office/Commercial Policy 3.4)

3.5: Consider the conversion of residential uses to parking on 422 and 428 North Martin, in order to provide parking for commercial uses located northeast of the amendment site, on 6th Street between Martin Avenue and Campbell Avenue. Development is to be consistent with University Area Plan General Design Guidelines (Section 8), Office/Commercial Policy 3, the direction of the University Campus Plan, and the following criteria:

3.5.1 Primary vehicular access is oriented towards the arterial.

3.5.2 Development includes pedestrian access throughout the site, including landscaping of pedestrian facilities.

3.5.3 University input and comment is provided as a part of any rezoning submittal.

3.5.4 A narrow intense vegetative buffer is placed on the south side of the parking lot.

(February 24, 2003, Resolution #19520, UAP, Office/Commercial Policy 3.5)

SECTION 3.D: MIXED USE DEVELOPMENT

Subgoal: Support carefully designed and located mixed use development as a viable means to integrate housing, employment, shopping, and related activities in a relatively compact pedestrian-oriented area, consistent with regional activity center policy (CP Section 11, Policy 5).

Policy:

Support the careful integration of residential and nonresidential development in areas which are predominantly high density residential or nonresidential, under the guidance of the General Design Guidelines (Section 8) and in conformance with the following criteria:

1. Vehicular access is provided to an arterial or collector street, and vehicular traffic is directed away from the interior of residential areas;
2. Commercial activity is located at the street level, and is connected to the public sidewalk system;
3. Tenant mix offers goods and services oriented to local residents and compatible with the neighborhood; and
4. Development includes a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas.

SECTION 3.E: INDUSTRIAL DEVELOPMENT

Subgoal: Support the maintenance and development of light industrial, commercial, and mixed use development in identified districts as permitted by current zoning.

Policies:

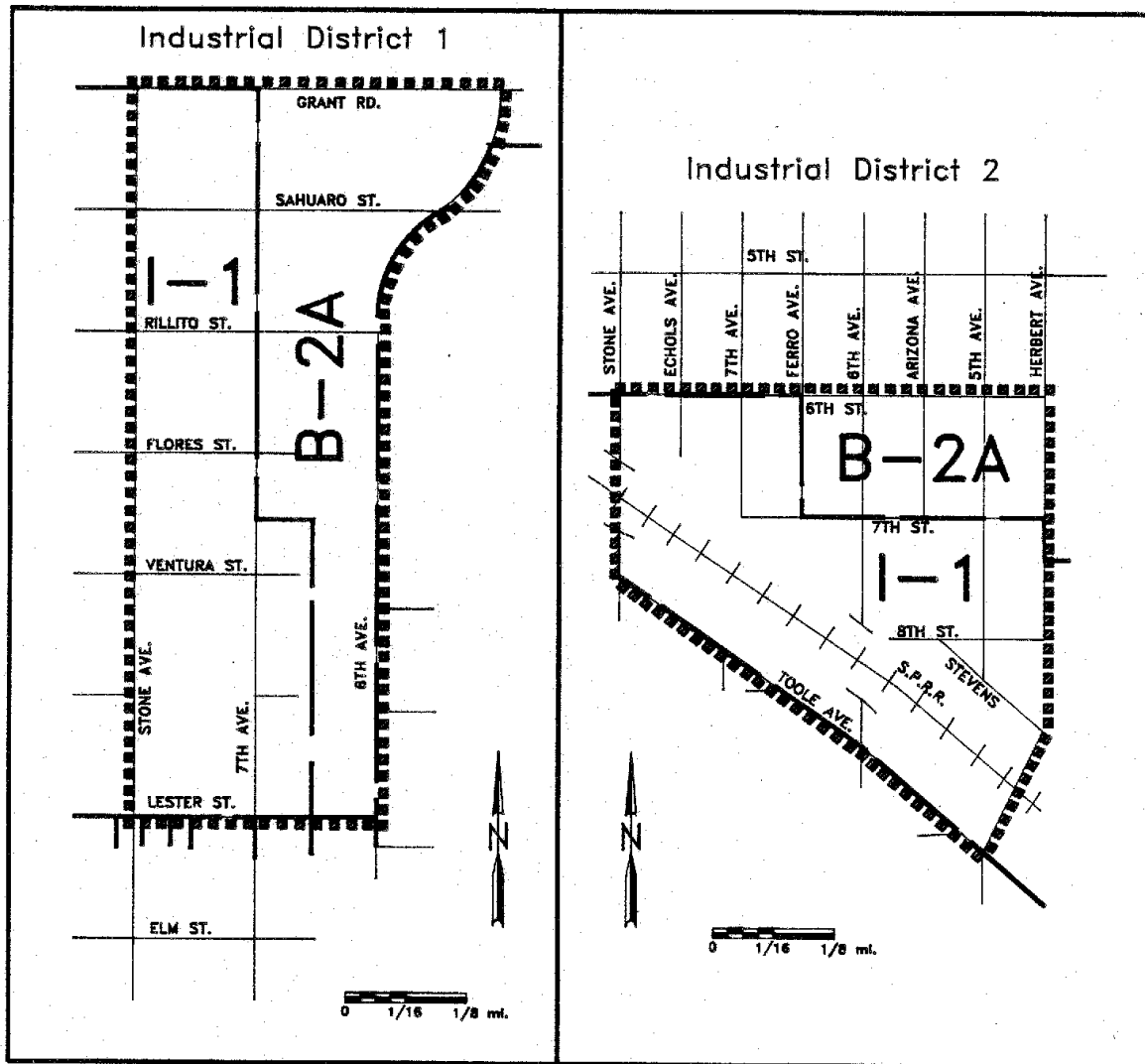
1. Recognize two established districts of predominantly commercial/industrial use in the University Area (Map C), and encourage the upgrading and sensitive redevelopment of these areas:
 - 1.1 Industrial District 1 is bounded by Lester Street, Stone Avenue, Sixth Avenue, and Grant Road. Support the development and upgrading of commercial and light industrial uses as permitted by current zoning and under the guidance of the General Design Guidelines (Section 8).
 - 1.2 Industrial District 2 is bounded by Toole Avenue, Herbert Avenue, Stone Avenue, and Sixth Street. In conjunction with the development of the Tucson Arts District and Fourth Avenue Shopping District, encourage the

establishment of artists housing and studio space and arts-related commercial/industrial uses in District 2.

2. Maintain existing commercial zoning (Map C) for properties at the perimeter of industrial Districts 1 and 2 to provide a transitional buffer between industrial uses at the district core and residential uses in the surrounding neighborhoods.
3. Discourage rezonings to permit new industrial uses on land which is currently zoned for residential or commercial uses.
4. Encourage both new and existing industrial development in the University Area to comply with federal, state, and local guidelines ensuring that:
 - 4.1 Noise, fumes, lighting, and other negative impacts are not extended off-site;
 - 4.2 Any potentially noxious or hazardous materials, activity, and/or byproducts are separated from the environment in a safe and lawful manner; and
 - 4.3 Adequate pollution control and monitoring, emergency evacuation and containment procedures are established.

UNIVERSITY AREA PLAN

Map C: Industrial Districts and Zoning



Legend

- Industrial District Boundary
- Zoning Boundary
- I-1** Zoning Designation

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SECTION 3.F: PUBLIC/SEMI-PUBLIC DEVELOPMENT

Subgoal: Recognize the important role of public and semi-public uses, and encourage the development of these uses in a manner which is compatible with the character and quality of University Area neighborhoods.

Policies:

1. Encourage the maintenance and enhancement of existing public and semi-public uses such as libraries, schools, parks, churches, social and cultural facilities.
2. Support the development of new public and semi-public uses which are compatible with the physical environment and social needs of the University Area neighborhoods.
3. Demonstrate sensitivity in the design and location of new public facilities and open spaces through the guidance of the General Design Guidelines (Section 8) and local neighborhood input.
4. Encourage public development which supports city-wide planning policy and complies with locally adopted ordinances and guidelines.
5. Support the inclusion of neighborhood amenities (e.g., useable open space, recreational facilities, public art) in the development of new public and semi-public facilities. Such amenities should be coordinated with input from local neighborhoods.

Note: See University of Arizona Policies 2 and 11 (Section 7).

SECTION 4: TRANSPORTATION

Goal: Encourage the development of a multi-modal transportation system which is sensitive to neighborhood and regional concerns.

Policies:

1. Ensure neighborhood participation in roadway project design through the adopted ordinances and policies of the City of Tucson.
2. Undertake joint City/University efforts to design and implement multi-modal streetscape designs and neighborhood buffer treatments for the following streets providing access to the University of Arizona regional activity center:
 - Highland Avenue from Sixth Street to Broadway
 - Mountain Avenue from Speedway to Grant Road
 - Speedway Boulevard
 - Park Avenue

- Euclid Avenue
- Campbell Avenue
- Sixth Street
- University Boulevard

3. Beginning in the earliest stages of roadway planning and development, ensure that the following actions are taken under the guidance of the City's adopted *Roadway Development Policies*, the *General Plan*, and public input:
 - 3.1 Inventory and evaluate the impacts of proposed roadway development on historic resources, neighborhood landmarks, pedestrian circulation and safety, noise levels, air quality, and other elements which determine residential quality of life.
 - 3.2 Mitigate the impacts of proposed roadway development on neighborhoods through the preservation of historic structures and viable residences, the development of frontage roads, street closures, noise walls, landscaped buffers and recreational amenities, acquisition of entire properties on one side of the street (as opposed to partial takings from both sides), and variations in roadway alignment and streetscape design as appropriate to enhance the quality and character of each neighborhood.
 - 3.3 Maintain and enhance communication among City officials, roadway project consultants, neighborhood organizations, property owners, and residents.
 - 3.4 Mitigate any existing or potential drainage problems.
4. Mitigate the impacts of traffic from the proposed Broadway Corridor and Aviation Parkway projects on neighborhood streets, residences, and businesses.
5. Encourage timely funding for the advance purchase of private properties to be utilized in future roadway development projects.
6. Work to ensure the timely implementation of approved roadway projects so as to minimize disruption to area residents and businesses.
7. Mitigate the impacts of non-resident parking demand in neighborhoods, and support efforts to address parking issues in commercial districts such as Fourth Avenue through the following means:
 - 7.1 Expand the utilization of the Residential Parking Permit program where appropriate to ensure an adequate supply of residential parking and address the special parking needs of residents.

- 7.2 Encourage the implementation of organized circulation and parking improvements in cooperation with the City of Tucson, the University of Arizona, and University Area businesses and residents.
- 8. Design and locate public and private parking facilities so as to mitigate traffic and visual impacts on surrounding residential areas.
- 9. Support the continued development of alternate modes transportation facilities throughout the University Area, including the expansion of existing transit, bicycle, and pedestrian access to the UA regional activity center. For example, support the implementation of the proposed Mountain Avenue Bicycle Corridor demonstration project.
- 10. Support the enhancement of physical access between the UA, Fourth Avenue, and Downtown Tucson, while maintaining or reducing volumes of auto traffic. For example, encourage the continued development of trolley service connecting the UA with Downtown Tucson via University Boulevard and Fourth Avenue.
- 11. Undertake a coordinated City-University transportation study to develop a balanced multi-modal transportation network which enhances travel efficiency to the UA regional activity center while reducing impacts of auto traffic on surrounding neighborhoods. This *Plan* would update the 1983 Joint Comprehensive Circulation Study (Barton-Aschman).

Note: See University of Arizona Policies 2 and 11 (Section 7).

SECTION 5: ENVIRONMENT

Goal: Maintain and enhance the environmental quality of the University Area, in support of city-wide and regional efforts.

Policies:

- 1. Support measures throughout the University Area designed to:
 - 1.1 Improve air quality in the community by encouraging the development of alternate modes of transportation and pedestrian-oriented regional activity centers (CP Section 2, Policy 5).
 - 1.2 Regulate and control airborne dust and pollen.
 - 1.3 Maintain high standards of water quality through the continued identification, monitoring, and control of potential sources of surface and groundwater pollution.
 - 1.4 Regulate and control noise and light pollution.

- 1.5 Monitor and control the transportation, storage, and disposal of toxic waste.

Note: See Industrial Development Policy 4 (Section 3.E), and UA Policy 8 (Section 7).

2. Utilize the *City of Tucson Floodplain Ordinance* and additional flood management guidelines to:
 - 2.1 Protect the safety of residents and properties in the University Area.
 - 2.2 Encourage the maintenance of open spaces adjacent to drainageways and natural wash areas for a combination of scenic, pedestrian/bicycle circulation, and flood control purposes.
 - 2.3 Protect and enhance the condition and appearance of all drainageways and any remaining natural wash areas (CP Section 3, Policy 2).
3. Encourage the use of drought-tolerant and low pollen-producing plants in the landscaping of new development. Landscaping should be compatible in scale, character, and use pattern with established neighborhood landscape/streetscape themes.

Note: The City of Tucson *Development Standards*, Section 9-06.0 contains an updated list of drought-tolerant landscaping plants. Additional copies of this list may be obtained through the Southern Arizona Water Resources Association, at (602)881-3939.

4. Encourage the use of energy and water saving devices and the demonstration of energy-efficient technology in new development.

SECTION 6: PUBLIC SERVICES

Goal: Ensure an adequate supply of high quality public services to meet the current and projected needs of University Area residents and businesses.

Policies:

1. Support local crime prevention efforts through the implementation of Defensible Space Guidelines (Section 9) and the organization of neighborhood watch groups in cooperation with the City of Tucson Police Department.
2. Support local fire prevention and safety efforts through area-wide and neighborhood participation in public education and safety programs offered through the City of Tucson Fire Department.

University Area Plan

3. Encourage government agencies and utility providers to coordinate the planning and development of projects in order to maximize efficiency while minimizing neighborhood disruption.
4. Encourage government agencies and utility providers to consult with representatives from registered neighborhood associations and Historic District Review Boards in the early stages of project planning to ensure that projects are designed to enhance the character and quality of each neighborhood.
5. Support the inclusion of neighborhood amenities (e.g., open space, recreational facilities, public art) in the development of new public facilities and infrastructure.
6. Wherever possible, place utility and service equipment underground or in other visually screened locations.
7. Maintain and expand recreational opportunities through the expansion of joint use agreements between the City Parks Department and the Tucson Unified School District.
8. Support governmental efforts to enhance public safety and health through street, alley, and drainageway maintenance and improvement, and the upgrading of solid waste disposal service. Specific improvements should be coordinated with input from registered neighborhood associations.

SECTION 7: UNIVERSITY OF ARIZONA

Goal: Recognize the importance of the University of Arizona and its immediate environs as a regional activity center (CP Section 2, Policy 5), and support cooperative efforts in the development of this activity center in a manner which protects and enhances University Area neighborhoods.

Policies:

1. Encourage the University of Arizona to comply with local plans, guidelines, ordinances, and regulations in the implementation of its projects.
2. Support continued efforts to coordinate adopted City policy with the policies of the University of Arizona Comprehensive Campus Plan in the development of streets and other infrastructure serving the campus, and in the development of new land uses at the campus planning area perimeter.
3. Support the implementation of the University's adopted Comprehensive Campus Plan policies to mitigate impacts on adjacent neighborhoods through the development of a transition zone or buffer at the campus perimeter (Map B).

4. Encourage the University to recognize the value and significance of historic and potentially historic properties within the campus planning area (Map B), and to preserve and enhance such properties wherever feasible in conjunction with new project planning and development.
5. Encourage the University to provide for student housing needs and related services within the boundaries of the campus planning area.
6. Enhance the physical and symbolic linkages between the University of Arizona and Downtown Tucson. For example, support the coordination of activities and linkages between the UA Fine Arts Complex and the Tucson Arts District.
7. Encourage the University to continue to support the development and utilization of alternate modes of transportation through the following means:
 - expansion of Rideshare incentives;
 - expansion of the Sun Tran bus pass program;
 - implementation of further restrictions on parking;
 - provisions for improved bicycle facilities; and
 - implementation of the proposed campus shuttle system.

Note: See the Transportation Policies, (Section 4) for additional University-related transportation guidelines.

8. Encourage the University to continue to comply with federal, state, and local guidelines ensuring that:
 - 8.1 Noise, fumes, lighting and other negative impacts are not extended off-site;
 - 8.2 Any potentially noxious or hazardous materials, activity, and/or byproducts are separated from the environment in a safe and lawful manner; and
 - 8.3 Adequate pollution control and monitoring, emergency evacuation and containment procedures are established.
9. Encourage the University of Arizona to continue to comply with City and County stormwater detention policies to mitigate the impacts of University development on downstream areas.
10. Encourage the University to provide additional open space areas for groundwater recharge, water harvesting, and stormwater detention.
11. Investigate the establishment of a "greenbelt" system at the UA campus perimeter to serve as a neighborhood buffer and visual amenity while providing new circulation and recreational opportunities (e.g., bicycle routes, seating and play areas, jogging trails).

SECTION 8: GENERAL DESIGN GUIDELINES

1. Complement surrounding development - Utilize compatible building materials, architectural style and ornamentation, setbacks, stepbacks, and variations in building height or mass to complement the scale and character of surrounding development and reduce the appearance of excessive height and bulk (Figure A).

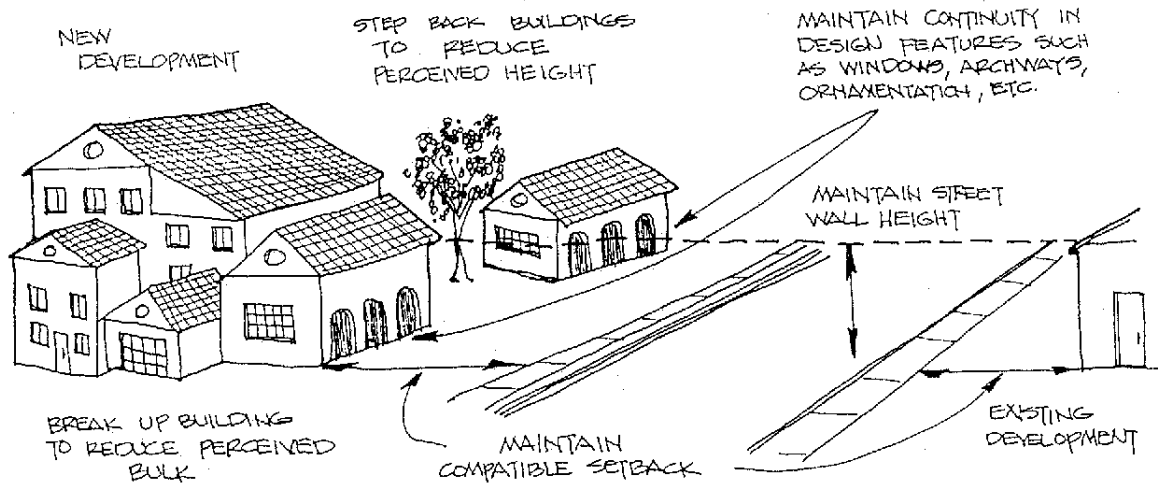


Figure A: Elements of compatible scale and character

2. Reflect neighborhood character - New development should be carefully designed to reflect and enhance neighborhood identity, streetscape continuity, historic development patterns, neighborhood landmarks, predominant architectural and landscaping themes, and scenic or historic views (Figure B).

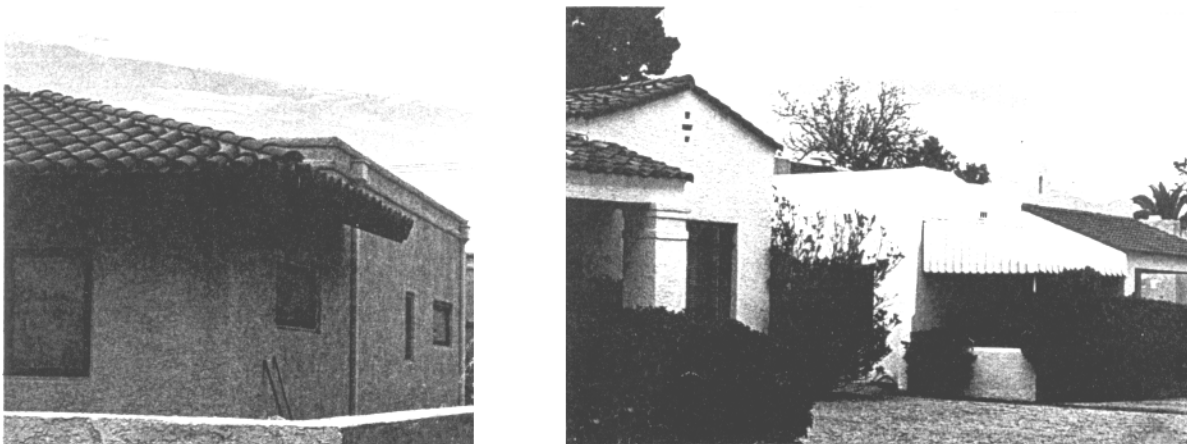


Figure B: New residential infill development (left) reflects the predominant land use and architectural style of the surrounding neighborhood (right).

3. Buffer adjacent uses - Utilize appropriate screening techniques to mitigate the impacts of new development on adjacent uses. Design and orient drought-tolerant

landscaping, masonry walls, earthen berms, outdoor lighting, trash storage areas and other elements to provide an attractive and effective barrier to undesirable access, noise, odor, or views (Figure C). Limitations on the hours of operation for a commercial use may also be considered.

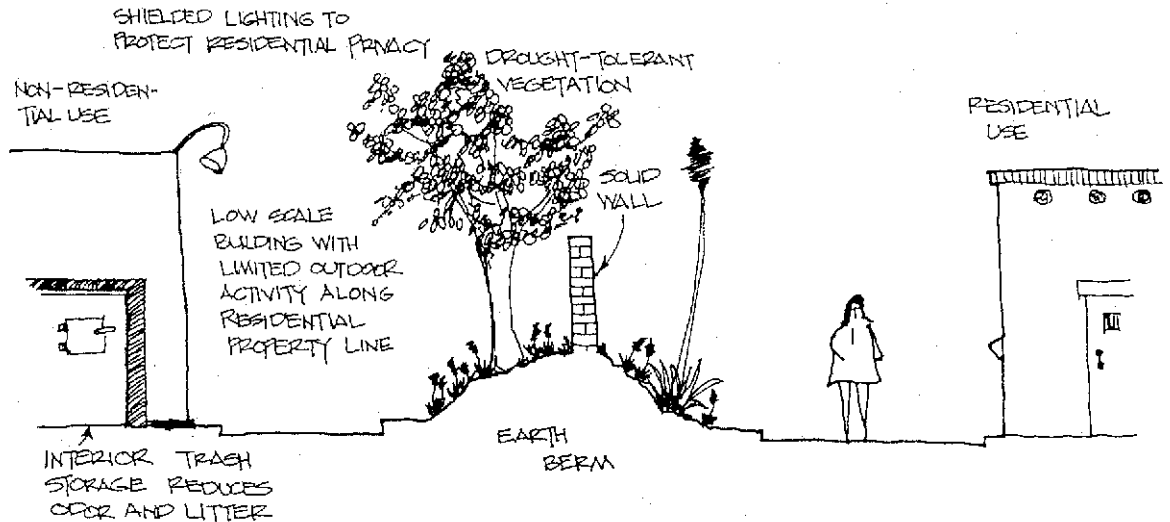


Figure C: Appropriate buffering techniques

4. Respect historic development - Ensure compatibility between the character and appearance of new development and that of adjacent historic properties (Figure D). New development should also demonstrate sensitivity to the broader context of a surrounding historic district.



Figure D: New apartment development (left) was designed to reflect the architectural character of the historic University Heights School (right).

5. Use drought-tolerant landscaping - Encourage the use of drought-tolerant, and low pollen-producing plants in new landscaping projects. Landscaping should be

compatible in scale, character, and use pattern with established neighborhood landscape/streetscape themes.

Note: The *City of Tucson Development Standards*, Section 9-06.0 contains an updated list of drought-tolerant landscaping plants. Additional copies of this list may be obtained through the Southern Arizona Water Resources Association, at (602)881-3939.

6. Screen private service areas - Outdoor storage and trash collection areas should be screened from view of all adjacent streets and properties, and designed and located to minimize litter and odor. Trash dumpsters should be located within screened enclosures.
7. Preserve residential privacy - Orient buildings, windows and balconies so as to protect the privacy of adjacent residents (Figure E). Outdoor lighting should be directed away from adjacent residential uses to protect residential privacy, and shielded above the horizon to comply with regional light pollution guidelines.

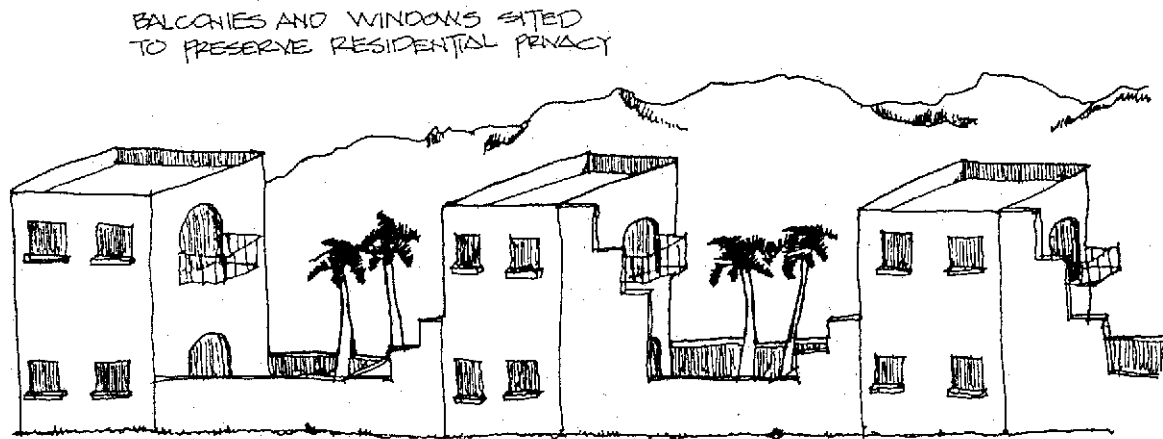


Figure E: Windows and balconies oriented to protect residential privacy.

8. Coordinate pathways and linkages - Coordinate private pedestrian walkways and bicycle paths with public pedestrian and bicycle facilities.
9. Employ defensible space concepts - Employ defensible space concepts in the design of new development (see Defensible Space Guidelines, Section 9).

Additional Guidelines for multi-family and nonresidential development:

10. Encourage alternate modes of transportation - Provide a well-defined pedestrian system linked to the public sidewalk system, convenient access to transit facilities, and secure bicycle parking areas. Where appropriate, integrate convenient, comfortable transit facilities into the design of new development.

11. Consolidate adjacent parcels - Wherever possible, consolidate adjacent development parcels in order to provide integrated circulation and access, reduce the number of curb cuts along the street, and enhance screening and buffering between adjacent, noncompatible uses.
12. Coordinate information with architecture - Integrate signs and other information systems into the overall design of new development in an architecturally coordinated and sensitive manner. Building addresses should be clearly visible from the public right-of-way.
13. Provide neighborhood amenities - Wherever possible, incorporate neighborhood amenities such as open space, recreational facilities, and public art in new development and in the redevelopment of existing areas. Such amenities should be developed with input from local neighborhoods.
14. Provide active and interesting development at the street level - Provide "fine-grained" design elements and pedestrian-oriented amenities and services at the street level to enhance streetscape vitality and visual interest. Large expanses of unbroken wall surface or reflective glass should not occur at the street level.

SECTION 9: DEFENSIBLE SPACE GUIDELINES

1. Create Territorial Spaces - Utilize design relationships and materials to establish the territorial limits of development. A combination of physical barriers (walls, fences, gates) and symbolic barriers (changes in surface grade or texture, landscaped areas, steps) can be used to define transition zones between public, semiprivate, and private spaces (Figure F).

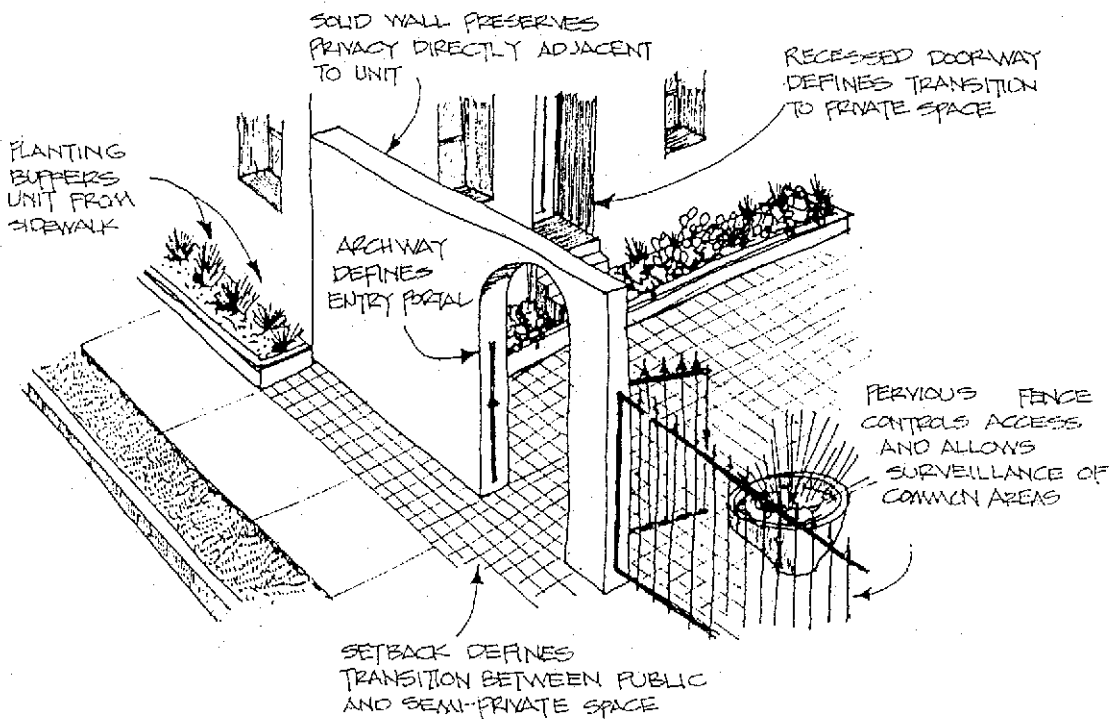


Figure F: Territorial design methods

2. Provide surveillance opportunities - Design and locate building units, paths, windows, stairwells, landscaping, doors, and elevators to facilitate the visual monitoring of non-private spaces within a development complex (examples: clustered building units, strategically located windows or wall openings, pervious fencing material). Design building corridors and openings to limit opportunities for human intrusion and concealment.
3. Assign open spaces - Use territorial methods and design techniques to "assign" open space areas to a specific group of buildings or units so that strangers entering the space are easily identified and observed by building tenants and residents (Figure G).
4. Control access - Limit the number of public access points and views into semiprivate spaces, while designing entryways so as to permit the observation of people leaving and entering these "assigned" spaces.

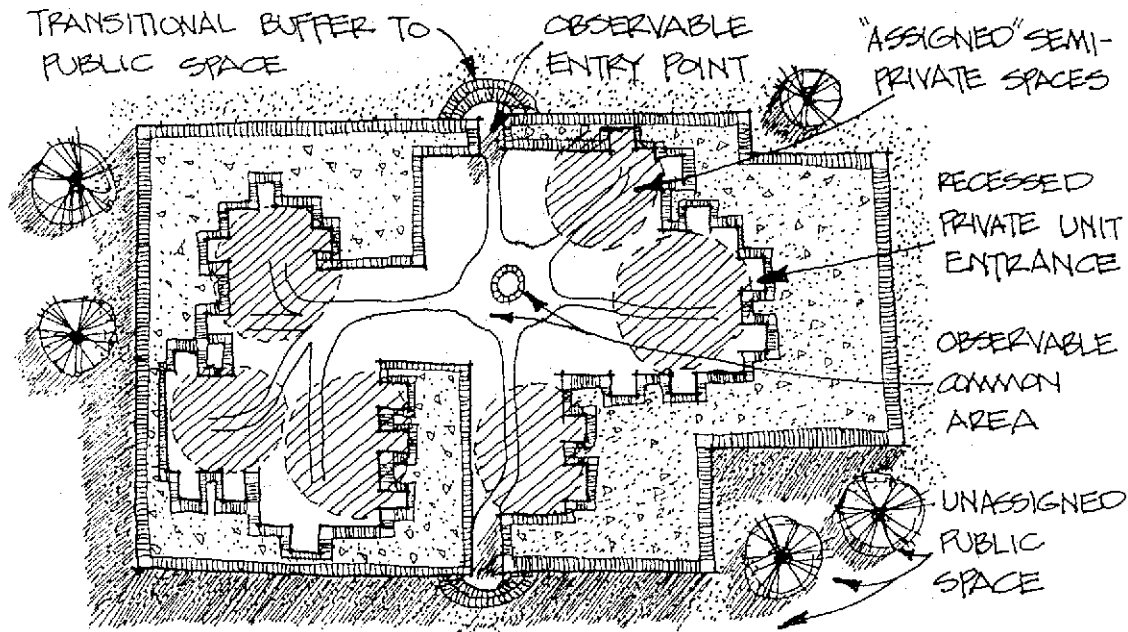


Figure G: Utilize design techniques to “assign” open space to a specific cluster of units.

5. Design landscaping for safety - Design and maintain landscaping to provide surveillance opportunities. Dense landscaping should not be located directly adjacent to pathways, windows, and doorways. In unassigned public spaces, landscaping should be trimmed to permit the surveillance of human activity in an area approximately 2-8 feet above surface grade.
6. Consider defensive landscaping - Consider the establishment of dense, thorny vegetation (cactus, pyracantha, etc.) beneath windows and around fences to discourage intrusion.
7. Provide adequate lighting - Utilize shielded outdoor lighting to increase night time visibility around doorways, windows, pathways, and landscaped areas. Lighting should be shielded above the horizon to comply with regional light pollution guidelines.
8. Post address numbers - Building address numbers should be clearly visible from the public right-of-way. Address numbers may also be painted on building rooftops to facilitate identification from the police helicopter.
9. Coordinate development with the Tucson Police Department - Encourage contact between developers and the City of Tucson Police Department in the review of development proposals for compliance with Crime Prevention Through Environmental Design (CPTED) principles. The Police Department Community Services Division can be reached by telephone at (602)791-4450.

SECTION 10: DEFINITIONS

Activity Center (Regional): Identified in the City of Tucson *General Plan* as an area where mixed use development is permitted and/or encouraged. The purpose of activity center development is to combine housing, shopping, recreation, and other activities in a compact arrangement which serves to reduce auto dependence, air pollution, and the cost of public service delivery while providing interesting and exciting places in which to live, work, and play.

Alternate Modes of Transportation: Means of transportation other than the private automobile. Alternate modes include buses, bicycles, van pools, shuttle trams, rail systems, and walking. The widespread use of alternate modes can serve to improve air quality and reduce traffic congestion, while also extending the functional capacity of existing public right-of-way.

Arterial Street: Identified in the City of Tucson *Major Streets and Routes Plan* as a street which carries moderate to high volumes of traffic (12,000 or more average daily trips) across the City of Tucson, providing access to regional destinations and connecting to the interstate highway system.

Buffer: The use of design elements such as masonry walls, landscaping, earth berms, building setbacks, and stepbacks to minimize the impacts of more intense development on adjacent, less intense uses.

Campus Planning Area: Defined area of 503 acres (see Map B) surrounding the main campus of the University of Arizona. The campus planning area is to be developed under the policies of the University's Comprehensive Campus Plan over a period of 20-30 years.

Collector Street: Identified in the City of Tucson *Major Streets and Routes Plan* as a street which carries low to moderate volumes of traffic (3,000-12,000 average daily trips) between local neighborhood streets and major arterial streets.

Commuter Arterial Street: Identified in the *Major Streets and Routes Plan* (Policy 2.C.6) as a street which serves as an arterial street for daily commuter trips, but reverts to collector street function during off-peak hours. Currently (1989) 5th-6th Street between Stone Avenue and Wilmot Road is the city's only designated commuter arterial street.

Comprehensive Campus Plan (University of Arizona): A physical development guide for the 503 acre UA campus planning area, including the UA main campus and the Arizona Health Sciences Center (Map B). The *Comprehensive Campus Plan* was adopted by the Arizona Board of Regents in 1988.

Curb Cut: Depressed portion of a vertical curb which is utilized for vehicular access. The elimination of curb and median cuts along major streets serves to enhance travel efficiency by reducing friction from vehicular ingress/egress.

Density: Number of dwelling units per acre (43,560 square feet)

Low Density - Average density of up to six units per acre. Low density housing consists primarily of single family detached residences, although duplex and townhome units on larger lots may be considered low density.

Medium Density - Average densities of 7-14 units per acre, including a variety of housing types such as single family homes on small lots, duplexes, townhomes, mobile homes, apartments, and condominiums.

High Density - Density of 15 or more units per acre. High density housing generally includes multi-story or densely developed apartments, condominiums, and townhomes.

Defensible Space: Defensible space is a term used to describe a series of physical design characteristics that maximize the control of human behavior, particularly crime, within a residential or nonresidential building complex. Defensible space is designed and organized to define the territorial limits of development and provide opportunities to monitor activity and control movement between public, semiprivate, and private zones of space.

General Plan (City of Tucson): Regional plan and physical development guide for Tucson and Eastern Pima County, adopted by the Mayor and City Council in 1979. The policies of the *General Plan* offer a framework for the development of more specific plans to guide land use, transportation, and housing in the City of Tucson.

Public Spaces - These are generally "unassigned" spaces which are available for public use on a 24 hour basis. Examples include public parks, perimeter open space, and city sidewalks.

Semiprivate Spaces - These are "assigned" spaces which provide a transition zone between public and private spaces. Examples include common open space, recreation facilities, corridors, and lobbies associated with a private building complex or cluster of buildings.

Private Spaces - These are spaces which are "assigned" to an individual building unit and accessible only at the discretion of the unit occupant. Examples include enclosed private yards, balconies, patios, and unit interiors.

Drought-Tolerant Vegetation: Plants which can survive in an arid environment (e.g., Sonoran Desert) with little or no supplemental watering after becoming established.

Earth Berm: A mound of earth utilized as a screen to undesirable views and/or noise. Earth berms are often supplemented with vegetation or low walls.

Fine-Grained: Rich in detail, texture, and variety. Fine-grained building design emphasizes diversity, visual interest, and human scale.

Gateway Route: Identified in the *Major Streets and Routes Plan* as a specially designated route linking major employment centers, shopping areas, recreation areas, and transportation centers, and which is traveled by large numbers of residents and visitors (generally greater than 30,000 average daily trips). Special regulations for Gateway Routes include additional landscaping and screening requirements.

Historic: Property officially designated at the national, state, or local level as worthy of preservation based on specific criteria outlined for National Register of Historic Places nomination and/or that has been designated in compliance with the City of Tucson's Historic District and Landmark Zone Ordinance.

Natural Wash Area: A drainageway and its immediate surroundings which have not been substantially altered in course or cross section except through natural processes. In the University Area sections of natural wash areas may include mature nonnative vegetation and minor man-made improvements.

Neighborhood Commercial Service: Business which provides goods and/or services oriented to local neighborhood residents. Examples include small grocery markets, cafes, and specialty retail stores.

Pedestrian Commercial District: Concentrated area of commercial development in which pedestrian-oriented shopping and related activity is facilitated and encouraged, while auto circulation and parking is generally restricted. (see Activity Center)

Regional Activity Center: (see Activity Center)

Residential Cluster Project (RCP): The RCP provision of the *City of Tucson Zoning Code* provides flexibility in the development of residential projects which include consolidated open space and support community goals such as historic and archaeological preservation, the development of barrier-free or low income housing, and urban infill. The RCP may exceed standard residential densities subject to compliance with a number of specific development criteria, as outlined in Section 23-461 of the *Zoning Code*.

Roadway Development Policies: The City of Tucson's official guidelines for the development of major street improvements, adopted by the Mayor and Council in 1986 and administered through the City of Tucson Department of Transportation.

Scale: Size, height, shape, and setback in comparison to adjacent buildings, architectural elements, landscaping, and human form.

Street Level: Elevation of a building or space which abuts the street and serves the users of the street and sidewalk (generally 0-10 feet above sidewalk grade).

Streetscape: A combination of distinct physical elements and land use characteristics which define and characterize a contiguous segment of street frontage. Streetscape elements may include buildings, landscaping, lighting, benches, and the types of activities which occur in and along the street.

Streetwall: Average height and setback of a segment of buildings which abut the street, particularly where a group of adjacent buildings are similar in scale.

Territorial Space: Property belonging to or associated with a specific individual or group of individuals by virtue of grade change, access control, visual separation, and other design techniques which provide distinct definition to public, semi-public, or private spaces.

Transit: Mass transportation such as buses, shuttle trams, trolleys, and light rail systems.

Unbroken Wall Surface: Vertical building surface devoid of ornamentation, variation, or decoration. Particularly undesirable at the street level, as a monotonous visual impression can be created. Street level building surfaces may include windows and voids which permit views of interior spaces or activities, surface ornamentation, information, and/or artwork.

University Area: 5.17 square mile area within the City of Tucson bounded by Stone Avenue on the west, Toole Avenue on the southwest, Broadway on the south, Country Club Road on the east, and Grant Road on the north. Property controlled by the University of Arizona, while located within the boundaries of the University Area, does not fall under the jurisdiction of the City of Tucson's *University Area Plan*.

University Area Plan: Land use plan adopted by the Mayor and City Council to guide future development within the defined boundaries of the University Area, excluding property owned and controlled by the University of Arizona.

University of Arizona Comprehensive Campus Plan: (see *Comprehensive Campus Plan*)